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Horry County Historical Society

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FALL , 1990

No. 4



This bridge spanned Kingston Lake just east of Snow Hill.
The lady pictured is believed to be Mrs. Charles J. Epps.
The view is looking north with Snow Hill around the bend.

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P.O. Box 2025
Conway, S.C. 29526

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Editor of The Independent Republic Quarterly.....Ben Burroughs

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Dear Society Members,

It is hard to believe that another year has come and gone. The year 1990 was a good one for the Society. We have continued our tradition of providing outstanding programs and the IRQ continues to be an excellent publication.

Please note that new membership dues are now in effect. The increase is due to rising publication costs, however, membership in the Society is still reasonable. I encourage you to renew your membership and invite a friend to join the Society.

I appreciate the honor of serving as President once again. The Society will be in capable hands next year with Carlisle Dawsey as President. Carlisle has just completed seven years service as Secretary of the Society, Mary Emily Jackson has completed a four year term as Historian, and Lacy Hucks has served a three year term as Director. The Society is deeply grateful to all of them for their efforts. Plans for the annual Spring Tour are underway now. You will be notified with a letter. Please make a special effort to attend.

Sincerely,

Gregory K. Martin

Gregory K. Martin



Attendants at the Oct. 8, 1990 meeting of the HCHS listen intently to Dr. Charles Joyner recount tales of the great hurricane of 1893.

TABLE OF CONTENTS

ONCE UPON A TIME THERE WERE THREE LITTLE GIRLS NAMED ALICE By Catherine H. Lewis.....	Page 5
LITTLE RIVER By Catherine H. Lewis.....	Page 6
THE GREAT LAND DISPUTE CASE AT CHERRY GROVE BEACH By C.B. Berry.....	Page 18
EARLY CONWAY AS I KNEW IT [ca 1895 - 1905] By Paul Quattlebaum.....	Page 25
MAPLE SCHOOL By Dorethea M. Long.....	Page 29
REVOLUTIONARY SERVICE OF JOHN BESSENT Document.....	Page 30
PEE DEE BAPTIST ACADEMY By Catherine H. Lewis.....	Page 31
LORIS TOBACCO MARKET By Davis O. Heniford, Sr.....	Page 33
HORRY COUNTY HISTORICAL SOCIETY MEMBERSHIP LIST FOR 1990	Page 34
QUERIES.....	Pages 32 & 36

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ONCE UPON A TIME THERE WERE THREE GIRLS NAMED ALICE FLAGG

By Catherine H. Lewis

Alice Belin Flagg was born about 1833 into a prominent Waccamaw Neck family that was connected to the Allstons, Belins and Wards. They belonged to the class of wealthy rice planters known as the "rice princes". The founder of the family in Waccamaw Neck was Dr. Henry Collins Flagg, chief surgeon in General Nathaniel Greene's army during the Revolution and host to George Washington on his Southern Tour in 1791. He married an Allston. His son, Dr. Ebenezer Flagg, married a Belin. Dr. Allard Belin Flagg, his grandson, inherited both Wachesaw Plantation on the Waccamaw and the Hermitage on the marsh at Murrells Inlet. It was at the latter home that he lived with his sister Alice.

In 1849 Alice was fifteen, an age at which young women of the time were eligible to marry. Among the rice princes marriages were frequently arranged to improve or conserve the family fortunes. During that year a young man came a-courting Alice and she fell desperately, hopelessly in love. He offered and she accepted his ring. Dr. Flagg was furious when he was told. As far as the doctor was concerned, the young man was a totally unsuitable suitor for his young sister. Alice was unrepentant. In the face of her family's opposition, but, she removed the ring from her finger and concealed it next to her heart, suspended from a ribbon around her neck.

The family considered how best to manage this unfortunate affair. Alice was sent off to a boarding school for young ladies in Charleston. Unhappy and forlorn, Alice pined away, longing for her young man.

That winter she fell ill--so ill that the school officials sent for Dr. Flagg. When he reached Charleston and discovered how sick she really was, he determined that it would be best to take her home where he could give her constant care. Alice barely survived the long and arduous trip back by rough roads and ferries across the rivers. When she finally reached her room at The Hermitage, she was a very sick young lady. Raging fever caused delirium.

In tending her Dr. Flagg discovered the hidden ring, removed it from around the sick girl's neck, and threw it into the marsh in front of the house. In her delirium Alice missed her ring and called for help to find it. She begged everyone who approached her bedside to look for it.

Weakened by fever and mental anguish, Alice died. Dr. Flagg had her laid out in a white ball gown and, according to most stories, buried temporarily at The Hermitage while her family gathered for the funeral. On January 25, 1849, according to church records, she was buried at Cedar Hill Cemetery.

As nearly as I can sort it out, this is the story of Alice of The Hermitage. It is said that she returns to search for her ring and that she makes herself known in various ways, sometimes as a touch on the hand, sometimes as a presence, sometimes by appearing in her ball gown. The basic story has been embroidered through the years and the mysterious marble slab at All Saints that bears the single word, "Alice", has become incorporated in it.

Another Alice Belin Flagg was born Oct. 21, 1850, the daughter of Dr. Allard Belin Flagg. This Alice, too, lived at the Hermitage until her father sold it. It is probably this Alice, who died March 3, 1935 and is buried at Prince Frederick's, with whom another poignant story is associated.

Dr. Flagg was as protective of his young daughter as he had been of his sister. When she reached the age when young men come courting, he was anxious that she not fall in love with some unsuitable person. Whenever a young man came calling in his buggy to take young Alice for a ride down country lanes, the father called for his

horse to be saddled. Then he seated himself in the buggy with Alice and bade the caller ride his horse. Such interference with the natural progression of courtship caused this Alice Flagg to die an old maid. The earliest written account I have seen of this tale was in a 1938 publication of the Federal Writers Project, just a few years after her death.

The grave of "Little Alice Flagg" is at All Saints, with others of Dr. Arthur Flagg's family who died in the great tidal wave of 1893. I have found no other stories associated with this Alice beyond the sad tale of her drowning with most of her family during the great tidal wave of that year.

In the ways of myths and legends the story of Alice of the Hermitage has gathered details with the retelling by a variety of story tellers. It has been publicized in local newspapers and national magazines and owes much (especially the ring story) to Clarke Willcox who owned the Hermitage until his death in 1989. Mr. Willcox felt a strong affinity to the ghostly lady who is said to return to that place. It was he who contributed the story of the ring.

LITTLE RIVER

By

Catherine Heniford Lewis

Long before Europeans came to Horry County the Indians made regular visits to the coast to enjoy the shellfish. There may or may not have been permanent villages in the vicinity of Little River, but there is plain evidence in shell mounds that the Indians had an appetite for oysters and clams. Waties Island has a sizeable mound which may have been used for burials or ceremonies. Arrowheads and other artifacts are frequently found in the area.

William Waties operated early in the area as a trader with the Indians, but by the time Europeans began to look to this coast for settlement the Indians had disappeared. They were never very numerous, just small tribes known as Waccamaws, Winyahs, Pee Dees, all believed to be Siouan. Present day Horry County has little trace of these peoples except for archaeological sites and a few place names.

It is impossible to know when the first Europeans came to these shores, but in 1526 a Spanish expedition under the command of Lucas Vasquez De Allyn left the West Indies with a commission to explore the land the Indians called Chicora. Some historians believe that the expedition landed in the Cape Fear, NC, area and moved south down the coast. If so, they passed through the Little River area, the soldiers marching down the coast and the ships with women and children aboard following offshore. When they reached the Waccamaw Neck, they were caught between the river and the sea and settled in for an indefinite stay. They named their camp San Miguel del Gualdape and it could be said to be the first European settlement on the continent. The winter was bitter and the Spaniards suffered from disease, desertion and discontent. When the commander died, the survivors left these shores and returned to the West Indies. If there is any sign of their passage left, perhaps the archaeologists will find it one day along this coast, somewhere from Murrell's Inlet up into North Carolina.

The earliest written accounts of this area report fishing villages of these people may have been from ships wrecked along the coast, from coastal traders, or from pirate ships which sailed up and down the coast from bases in the West Indies. The villagers certainly had ties to the pirates and gave them shelter. Little River is said to have been visited by the likes of William Kidd, Edward ("Blackbeard") Teach, and Anne Bonney.

The coast, laced with islands and inlets, lent itself to the purposes of pirates and others who sought concealment and secrecy. It was easy to lose pursuers among the sounds and creeks. Little River itself is short, tidal and flows north to the ocean. Off it are Dunn Sound and other tidal creeks which wind around and behind barrier islands.

When a young gentleman traveled the coast in 1734, he reported that there was nothing between Murrell's Inlet and Ashe's in Little River. The implication is that Ashe operated a public house for the accommodation of the occasional traveler. While the name has disappeared from Little River itself, there is a community called Ashe not far over the North Carolina line.

The earliest settlers took up land in the Little River area, in Little River Neck, along the Waccamaw River, and occasionally on one of the major swashes. White Point was once known as Gause's Swash because of the William Gause family which resided there. Vereens and Lewises had land around Singleton Swash. The Vereens were French Huguenots, who came to this continent in 1680 and were in Winyah District by 1736. A stone monument in their graveyard in the Vereen Memorial Gardens recounts their ancestry. Unfortunately this cemetery has been vandalized.

Those hardy souls who ventured into this wilderness had to learn to sustain themselves by wresting a living from the land. The appraisers of Josias Allston's personal estate in 1777 found among his belongings indigo hooks and seed, corn and peas, hogs, an ox cart, yokes and chains, horses, 70 head of black cattle, 24 working oxen and 134 slaves. This was a wealthy man.

On New Year's Day, 1740, George Whitefield, the English preacher and missionary, visited the village of Little River and found the people celebrating in traditional English fashion with music and dancing. He rebuked them, preached to them, baptised one of their children, and went to bed well pleased with himself. No sooner had he retired than the fiddles started and the dancing began again.

Whitefield rose the next day, reproved the dancers, and shook the dust of the village off his feet. His disgruntled frame of mind could not resist the sight of the strand as he moved south along the established coastal trail. "For nearly twenty miles we rode over a beautiful bay as plain as a terrace walk, and as we passed along were wonderfully delighted to see the porpoises taking their pastime, and hear, as it were, shore resounding to shore the praises of Him Who hath set bounds to the sea that it cannot pass...." (A highway marker south of Little River commemorates this visit.)

Twenty-two years later the Rev. John McDowell met with more success. He wrote that he preached at the boundary between North and South Carolina on May 9, 1762, and had the largest congregation from both provinces that he had seen since coming to America and that he baptized 23 children on that occasion.

In the earliest days the Little River area was part of a very large political division known as Craven County. After the time of the Lords Proprietors when there were royal governors, it was part of Georgetown District, which covered the present counties of Georgetown, Williamsburg, Marion, and Horry and included parts of present day Dillon and Florence. This huge area was divided into parishes which also served as the local voting precincts. All Saints Parish extended from Georgetown to the Cape Fear River originally, but later the the province line was its upper boundary. All the area from the ocean to Waccamaw River fell within this parish.

The famous rice plantations of Waccamaw Neck, Georgetown County, were in All Saints. Members of the same families had holdings in the Little River area--Marions, Alstons, etc. They did not, however, develop them in the same way as those farther down the coast.

Unlike much of the colonization of the new world, the settling of Horry County was by individuals and families, not by large groups. When the townships were established after the Crown recovered the province from the Lords Proprietors, settlers were offered 50 acres for each member of their households, including slaves and indentured servants. They were allowed to go pretty much where they willed and stake claim to their allotment. Because of the remoteness of this area, the settlers were slow in arriving. Most of them came from the British Isles, but a scattering arrived from other places.

The Bellamy family in the area is descended from John Bellamy (of French Huguenot extraction), who had lands on the Waccamaw River (as early as 1768) and in Little River Neck and Cherry Grove. He was the father of the Dr. John D. Bellamy whose home in Wilmington became famous for its beauty and elegance. His grandson Addleton Bellamy built a house near the Waccamaw River above present day Hwy 9 in 1775 which was torn down in the 1960s. It is shown on the Mills Atlas map as the only dwelling between the Little River Community and the area of the present day town of Loris. It was for many years a landmark along the road from Loris to Cherry Grove.

Most of the settlers were from the British Isles, but the Vaughts descend from a German, John Vaught, whose son Matthias was born at sea in 1750 on the way to the new world. Matthias fought in the Revolution and lost a leg at the Battle of Cowpens, Jan. 17, 1781. The Matthias Vaught descendents live in the area of Nixonville along Hwy 90 and the descendents of John Vaught live along Hwy 9 in the Sweet Home area.

About 1737 William Gause from North Carolina had a public house or inn in the Windy Hill area. Other early grants in the area now known as North Myrtle Beach were held by Thomas Brown, William Poole, John Daniell, Matthias Vaught, Samuel Master, Daniel Morrall, Daniel Bellune, John Allston, Mrs. Judith Lewis.

W. A. D. Bryan from North Carolina became a leading citizen of the area. He operated a grist mill on Cedar Creek and a store which held the post office a little way above it. Both are shown on the Mills' Atlas map. Bryan served in the S. C. Senate (1823-1826) and was second postmaster of Little River, appointed in 1828.

The distinguished Allston/Alston family is usually associated with Waccamaw Neck in Georgetown County, but several members of that family owned land and lived in the Little River area.

The Irish Starrats established a home site in Little River Neck. Their family burial ground is near Fort Randall. No stones are there, but the gravesites are marked by shells.

Isaac Marion, descended from Huguenots, lived in a house which sat directly on the line between the provinces of North and South Carolina. The boundary house is shown on an plat of land granted to Joseph Alston in 1814, but it has a much older history. It may have been built by William Waties, the Indian trader. It was sometimes a public house, sometimes a private residence, sometimes both. Preaching services were held there. In 1767 the Rev. John Barnett reported that he was preaching nine times a year at the Boundary House. While Marion lived there, he entertained his younger brother, Francis Marion, the Swamp Fox of the Revolution.

The site of the boundary house, marked by its old chimney, was used as a point of reference by surveyors reestablishing the state line in 1928. A 600 pound granite monument near the parking lot of Marsh Harbor Golf Clubhouse marks this important historic spot. of

Isaac Marion was in residence there when news came of the Battle Lexington, April 19, 1775, the "shot heard 'round the world", which touched off the American Revolution. The courier did not reach South Carolina until May 9, 1775, and Marion forwarded the message to the Committee of Safety in Little River, part of a defense and information network connected to Charleston. From Little River it was sent on to Georgetown and to Charleston.

Members of the Little River Committee of Safety at one time or another were Dennis Hankins, Josias Allston, Samuel Dwight, Francis Allston, John Allston, Jr., Isaac Marion, William Pierce, Alexander Dunn, Samuel Price, Michel Bellune, and Daniel Morrall. Empowered by the General Committee in Charleston, these constituted the only governing body of the area in the days before a state government could take hold. They could require local residents to sign an oath of allegiance to the new government to show opposition to the English Crown.

Daniel Morrall commanded a small band of local militia patrolling the upper reaches of the Waccamaw River. On April 1, 1781, they were engaged in one of the few Revolutionary War skirmishes in the Horry area. At Bear Bluff on the Waccamaw they engaged a band of Tories who were made to flee for their lives. The petition of John Parker for a pension several decades later lists as witnesses a number of the militiamen who were in that engagement. One of the legends of the area says that an old slave was in the house at the scene of the battle, working at her loom. She was killed by a stray bullet. At night one can hear the noise of her loom.

In Little River Neck General Francis Nash encamped with his North Carolina troops in December 1776. They occupied and helped to clear land belonging to William Allston while they waited for the new American commanders to give them marching orders. Local men fought from time to time with Francis Marion, the Swamp Fox.

In 1791 President George Washington decided to tour the southern states to reinforce their commitment to the new federal government. He traveled quite modestly in a light coach drawn by four horses. The little cavalcade consisted of his saddle horse and one extra, four more coach horses, and a baggage wagon with two horses. Besides the president there were his aide, Major William Jackson, a valet de chambre and four men to drive and look after the horses. There were no advance men, no reservations. Washington accepted whatever accommodations the roadside provided.

He entered South Carolina just north of Little River on April 17, 1791 and lunched with a Revolutionary War veteran named James Cochran. He was traveling the well established, but very rough coast road which had become known as the King's Highway. Just south of present day North Myrtle Beach he lodged overnight with Jeremiah Vereen. Apparently Washington thought Vereen operated a public house, but could not persuade him to accept payment for services. Vereen acted as guide the next day until they safely crossed Singleton Swash and turned inland. By nightfall he was received with lavish hospitality by the rice barons of Waccamaw Neck.

There is an often told story of how impressed the first president was by a very large dune in the vicinity of Vereen's home. "What a Windy Hill!" he is supposed to have exclaimed, and thus gave rise to the name of the area just above White Point. This story probably has no basis in fact, any more than that which puts the blame for the sandspurs which infest this area on the fodder which Washington brought along with him to feed his horses.

A highway marker, which has been temporarily misplaced, marked the visit of Washington to Jeremiah Vereen. It stood in the area of White Point. During the South Carolina Tricentennial in 1970 Washington's journey was marked by blue highway signs which bore the outline of his light carriage.

In 1801 the people of the Horry County area petitioned the General Assembly to create a new district and to rename the village of Kingston, which would become the district seat. The petition sought to have the district named for Gen. Peter Horry, Revolutionary War hero who fought under Francis Marion, commander of the district militia, and member of the General Assembly, and to have the village renamed Hugerborough in honor of another famous Georgetown Huguenot family. The name of the new district did indeed become Horry, but the district seat was named Conwayborough. General Robert Conway was a landowner in the area, fought in the Revolution, succeeded Horry as commander of militia, and was serving in the General Assembly when the petitions arrived there. Indeed, they were referred to his committee. Small wonder, then, that the new district seat was named for him.

Just on the South Carolina side of the Boundary House, out of reach of North Carolina law officials, General Benjamin Smith fought a duel with his cousin, Capt. Maurice Moore of Old Brunswick Town, on June 28, 1805. The duel was actually begun in North Carolina, broken up by the law, and reconvened just over the line. Smith was wounded, but was rushed by ship to "Belvedere", his home on the Cape Fear River, and recovered. He later became governor of North Carolina, but this was not the last duel he fought.

Robert Mills, a native South Carolinian who studied architecture under Thomas Jefferson, among others, and was the designer of the Washington Monument, the Fireproof Building in Charleston, and many public buildings and private residences from Philadelphia to Columbia, was the state superintendent of public buildings for a time in this state. The second Horry County Courthouse built in 1824-25, now the Conway City Hall, is his design. He undertook to gather together maps of all the districts of South Carolina for a state atlas and to write a book of statistics which covered the whole state in great detail. Prized today, when it was published in 1826 the subscribers and buyers were disappointingly few.

In describing the boundaries of the district he begins,

Horry forms the N. E. corner of the state, and fronts on the ocean, which bounds it on the S E. an extent of 31 miles. It is divided from North Carolina (on the East) by a straight line bearing N 47 1/2 E. 41 1/3 miles; beginning at a cedar stake, (marked with nine notches,) on the sea-shore of Goat island, about one and a quarter miles E of the mouth of Little river, and runs from thence until it intersects Drowning creek, or Lumber river. ... There is another settlement made on Little river near the seaboard of about 25 persons, who carry on a considerable trade in lumber, pitch, tar, &c. ... Little river admits vessels drawing 6 or 7 feet water up into the harbor, 4 miles from its mouth. There is a little difficulty at the entrance, but the harbor is perfectly safe from the effects of storms."

The only other settled place he mentioned is Conwayborough, the district seat, which he described as having 20-25 houses and about 100 inhabitants. In another section he pointed out that from 1800 to 1820 the population had increased by 1,457 persons even though many families had emigrated to the west. The total district population in 1820 was 5,025, of whom 3,568 were white, 1,434 slaves, and 23 were free blacks--a population density of fewer than 5 persons per square mile.

Mills included in the atlas the Harllee map of Horry District, drawn in 1820, which shows not so much a village of Little River as a community, stretching from the state line south and west. It also shows Murrell's Inlet at the northern end of the Grand Strand. This is the same inlet which was later known as Cherry Grove Inlet (now closed) and was named for the Daniel Murrell (or Morrall) who owned much of what became Cherry Grove and whose family also had land in the area of present day Murrell's Inlet in Georgetown County.

The economy of the area developed out of the forests and waters. The people depended heavily on the yield of the ocean and creeks and on lumber and naval stores derived from the great forests. Early in the 19th century commercial production of lumber and naval stores provided trading commodities which were highly valued in the outside world.

Naval stores are the products of the pine tree. The sap of the tree was drawn by scoring it heavily (boxing) and catching the resin which flowed from it. This was refined into a number of products which were marketed as naval stores and were widely used in manufacturing. Indeed, turpentine derivatives were to manufacturing of that day what petroleum is to the present. Few manufactured goods did not depend upon it

at some point in their production. It was an ingredient in medicines, disinfectants, soaps, waterproof cements, explosives, waxes, printing inks, paints and varnishes-- and the list goes on. Horry District became one of the chief producers of this essential commodity.

Col. Daniel William Jordan typified the age of turpentine in this area. He arrived from North Carolina, as did so many others, in 1848, and during the next ten years accumulated 9,940 acres in what is now the Little River and North Myrtle Beach area. He was engaged chiefly in the production of naval stores and had several stills. He quickly became a leader in the community. He was elected to the House of Representatives for one term and then, on June 9, 1851, he became postmaster of Little River, but served only a short time. For whatever his reasons, he sold his Horry holdings to Nicholas F. Nixon, who had come from the New Bern area of North Carolina, for \$25,000. Jordan acquired a large rice plantation in Waccamaw Neck, Laurel Hill (now part of Brookgreen Gardens), and moved his family there. He made a bad business decision, for he was forced out after the Civil War, and moved permanently to Camden where he had sent his family as refugees during the war.

The big operators in naval stores became wealthy, those who owned the stills and built the commissary stores which supplied their neighborhoods with a place to barter whatever they produced for goods from the outside world. The men who worked in the woods exchanged what they brought in for wooden, paper, or metal "chits" which gave them credit at the commissary store. These people got their living out of the streams, the woods, and the little cleared plots of land which produced grain and vegetables for their livestock and their families. A survey made during the mid 1890s showed that the average per capita annual income in Horry County was \$2.50.

The commercial lumber industry of the district developed in the 1820s and the timbers cut from Horry forests became famous and in demand worldwide. The giant pines and cypresses provided the long, heavy beams needed for construction in a day before there was structural steel. It was said that they could dress out beams that measured 90 feet long and 15 inches square at the small end.

Little River became an active port and shipping put in here to lumber and barrels of resin, pitch and tar for shipment to the northern markets. The village became closely tied commercially to Wilmington.

A century after George Whitefield's visit, on March 16, 1840, John Brantley, William Bessent, Joseph Vaught, Daniel Thomas and Joseph Clardy, trustees of a Methodist church, were granted two acres of land by Anthony Brantly where Cedar Creek Cemetery is still located. This is the earliest documented church in the area, though there were probably several in existence at one time or another.

The Civil War temporarily disrupted both the naval stores and the lumber production and most of the able bodied men went to serve in the Confederate forces. The South needed salt and a traditional practice of deriving salt from ocean water was stepped up to supply the demand. Most of the military action in the Little River area involved either the defense or destruction of the saltworks which were operated at several places along the coast. C. B. Berry, a local surveyor who is very knowledgeable about the history of the area, describes the saltworks:

The salt was manufactured by evaporating sea water and was a much needed commodity in the South at that time. To give you some idea of the size of the operation, the Yankee officer who commanded the forces that destroyed the factory, said there were about three thousand bushels of salt on hand and not knowing how to destroy it, had it mixed with sand so it could not be used. A salt water storage tank for this operation had water lifting pumps operated by horses and had a capacity of 100,000 gallons. There were about fifty buildings that the officer reported he burned. The discovery of some ceramic grinding balls in that neighborhood recently, leads me to believe that this was not only a salt making operation, but might have been a gunpowder factory as well.

On Tilghman Point in Little River Neck, a place of spectacular beauty, there are the remains of a Confederate battery which defended the entrance to Little River. It was called Fort Randall and was captured by the Union forces in 1863 by a naval landing party commanded by Lt. William B. Cushing. The Confederates counterattacked and drove the invaders out.

The General Assembly of South Carolina consisted of a House of Representatives and a Senate. Men from All Saints precinct who served in the House before the Civil War were: Robert Heriot (1791), Paul Michau (1792-1794), Dr. Joseph Blyth (1794-1797), Joshua Ward, Jr. (1798-1799), William Vereen, Jr. (1800-1803, 1806-1807), John Allston (1804-1805), Robert Withers (1808-1809), Gen. Joseph Alston, who was elected governor in 1812 and was succeeded by William Algernon Alston (1813 only), Joseph Green (1814-1815), William A. Bull (1816-1821), Thomas Burrington Thomas (1822-1823), Joseph Waties Allston (1824-1827), William Bull Pringle (1828-1831), Joshua John Ward (1832-1835), Joseph Alston (1836-1839), Thomas S. Randall (1840-1841, 1854-1855), John Ashe Alston (1842-1849), Daniel William Jordan (1850-1851), Allard Belin Flagg (1852-1853), Plowden Charles Jennett Weston (1856-1857), Peter Vaught, Sr. (1858-1861), and Benjamin Esom Sessions (1862-1864) in the House.

In the Senate the combined Prince George, Winyah, and All Saints Parishes were represented by Elias Horry (1778-1780), Hugh Horry (1781-1782), Paul Trapier (1782-1784), Peter Horry (1784-1787), William Allston (1787-1790, 1791-1794, 1810-1814), Paul Michau (1794-1798, 1804-1810), Joseph Blyth (1798-1802) Thomas Young (1802-1804), Joseph Alston (1814-1816), Francis K. Huger (1816-1818), Benjamin Huger (1818-1823), W. A. D. Bryan (1823-1826), Ebenezer Flagg (1826-1830), Joseph W. Allston (1830-1832), Thomas P. Alston (1832-1838), Edward T. Heriot (1838-1842), Joshua John Ward (1842-1850), Andrew Hasell (1851-1858), Charles Alston (1858-1862) and James J. Wortham (1862-1865).

During the Civil War period Dr. W. K. Cuckon practised medicine in the area. His account book (1856-1869) has survived and contains the names of many area residents of the time.

In 1868 an Horry correspondent for The Marion (SC) Star [December 16] who signed himself Waccamaw wrote that Little River Village was

a flourishing commercial place, that bids fair to become of great importance in the industrial and commercial interest of Horry and of the adjoining counties in North Carolina. [It contained] four stores, one steam saw mill, two gum stills, one academy, church, no jail (!) and a curiosity, in a new-fangled 'Pinder Picking machine.' ... Vessels of one hundred and fifty tons burden can come up to the village, and so make regular trips between this place and Northern cities, as well as to the West Indies. A large Schooner, commanded by Capt. Davis was taking on cargo for New York, during our visit. ... Prominent among the characteristics of the Little River people is their energy and hospitality, two traits ever found among those who have commercial intercourses with other parts of the world. Capt. T. C. Dunn, an enterprising citizen of this place, is an ex-Captain of the Yankee Navy, blockaded that Fort during the war, settled there afterwards with considerable capital, which has greatly benefitted others, as well as paid him a handsome per cent.

The seductive nature of local foods was already well established. Waccamaw described his eating this way:

These [mullet], with the oysters, that were abundant, and the ducks, of which quite a number were killed, to appetites already good, and highly braced by the buoyant ocean breeze, were luxuries that courted indulgence. The gain per cent. during the period of

two weeks, was so great that serious thoughts, of having to send some of the party to Wilmington to be weighed, were in contemplation.

The Capt. Dunn mentioned by Waccamaw was an energetic visionary who could see Little River as a major port and undertook its development. He planned a canal to connect Little River with the Waccamaw River, a feasible undertaking since they are only five or six miles apart at one point. This would have created a safe inland waterway for shipping from Little River to Georgetown on Winyah Bay. Inland Horry District had used Conwayborough as the riverport from which produce was sent first to Georgetown and then to its destination in northern ports or in Charleston. Since most of the commerce was with northern businesses, the development of this waterway and of the Little River port would have provided a shipping point much closer than either Georgetown or Charleston.

Before the project came to pass, however, the age of canals was practically over, displaced by the age of railroads. His next scheme was the construction of a railroad from Conwayborough to Little River. Dunn, however, was distracted from his purpose by an interest in politics. He was elected senator in 1872 and Comptroller General of South Carolina in 1875. He was succeeded by his close friend and associate B. N. Ward, who served the remainder of the term.

In the election which ended the Reconstruction period in 1876 Dunn was soundly defeated in his home precinct and never again lived in this area. His political career ended under a cloud and he left the state.

During the time that Dunn lived in Little River, he was a model citizen, active in the social and civic life of the community. He was one of the founders of the Little River Lodge #163, AFM, which was chartered in 1870. Its first officers were W. J. Stanley, Worshipful Master; Thomas C. Dunn, Senior Warden; Thomas Hickman, Junior Warden; L. D. Bryan, Treasurer; Thomas W. Gore, Secretary; S. A. Sealy, Senior Deacon; J. W. Stanley, Junior Deacon; W. A. Bessant, Steward; Elkan Hickman, Steward; Sam Perminter, Tiler. They met "on the night of the full moon in each month." The Lodge did not survive more than ten years and surrendered its charter in 1880.

The last quarter of the 19th century saw little development in the area despite the promise seen by the Marion Star correspondent. The people continued to grow peanuts, cotton, corn and other small grains, to cut timber out of the forest, and tap the trees for turpentine. During the last years of the century the naval stores industry began to fade here as the great forests were tapped out. It moved on to Georgia, Florida, Alabama, and other Gulf states.

The lumber industry continued, but it became more difficult to get the logs to the mill as the cutting went deeper and deeper into remote places. A number of narrow gauge or tram railroad lines were built during this period. A quarter of a century after Thomas C. Dunn had left the state, his dream of a rail connection with the interior of Horry County was fulfilled. The Gardner & Lacey Lumber Company of Georgetown built one in 1905 which ran from Little River to Red Hill, across the Waccamaw from Conway. The logs were hauled to the Conway Coast and Western tracks at Red Hill, and then on to the Dynamite Hole at the Conway Boat Landing on Highway 905 where they were dumped into the river, rafted and taken by tug boat to the mill at Georgetown.

Shelley Point Plantation was the terminal for the many miles of tram roads. Hammer Lumber Company, which was located "on the Little River Neck side just before you turn to go around Tilghman's Point", employed as many as 50 men in its operations. The company discontinued operations in the 1920s.

Around the turn of the century Tom Bessent operated a commercial oyster fishery at the spot where the Little River wharves are now. Oysters could be bought at the "factory" for ten cents a bushel.

The name of the Wilmington, Southport and Little River Steamboat Company pretty well describes the territory covered by the regular runs of the boats which served Little River. In 1902 the company built a steamboat in Little River and named it the Sanders. It was launched with a day of festivities, but the little steamer was ill fated. After five years in service it ran aground on the Little River bar and was later replaced by the Atlantic, 75' long, 20' in the beam.

W. H. (Willie) Stone had a large general merchandising store located on the present southwest corner of the main intersection of Little River, across from the Little River Methodist Church. The unpainted wooden building had a large porch on the front where customers used to sit. Stone, who received his goods by boat from Wilmington and other places, needed to know when a boat was coming into port. About 1907 he hired Carl Bessent to install the first telephone which linked his store with a house on Battery (now Tilghman) Point in Little River Neck. A lookout called the store when a boat appeared at the mouth of the river and Mr. Stone prepared to receive his merchandise.

Lucian Bryan built the Little River Hotel early in the century. He and his wife operated it and lived in it. He also had a fishery on Waties Island and operated a fish house in Little River, which packed salted fish for market.

The Bank of Little River, SC, was chartered Nov. 4, 1910. On Feb. 15, 1938, it was purchased by the Conway National Bank and liquidated and for many years there was no bank in the village.

Dr. R. G. Sloan was the resident physician in Little River for many years during the latter half of the nineteenth century. Dr. J. A. Stone cared for patients almost from the time he completed his education in 1905 until his death in 1950. Another practitioner who had patients in the area was Dr. S. P. Watson, who married a Little River girl. He lived at Round Swamp and treated patients from Loris to the Waccamaw River. These were all men who went to their patients, traveling by horseback, buggy, and finally by car.

The first schoolhouse in Little River Village was situated on the east side of the old Worthams Ferry road and was in use before the Civil War. Later it was located north of the post office. A two room school was built in the same location about 1910. Sometime before 1940 a larger building was built which was used until consolidation moved the school to Wampee-Little River below the junction of highways 90 and 57.

Not a lot is known about early schools in the Little River-North Myrtle Beach area. Pig Pen Bay School, shown on the Mills Atlas, was near Nixon Crossroads. When its grounds were used as a mustering ground for Confederate troops, it became known as the Mustershed School.

Along the beach there were families who made their living out of the ocean and on their small farms. In the area that is now Tilghman Beach William and Abraham Bessent operated a fishery before the Civil War.

The last surviving daughter of the original F. G. Burroughs related in her memoirs that her father told one of his children, "I won't live to see it, and you may not, but someday this whole strand will be a resort." Visionary or not, before he died Burroughs had already set in motion the building of a railroad from Conway to the coast. His sons carried out the project and in 1900 the first streets were laid out in Myrtle Beach, which his widow named for the native shrub.

James Henry Rice was another who could see the potential of the beach area. Many considered it worthless because it wouldn't grow crops, but Rice, a newspaperman who had edited a Conway paper, felt that it was a sleeping giant. In 1925 he gathered newsmen from all over the state, brought them to Conway where they were greeted with

great enthusiasm, and took them in an automobile caravan on a tour from Myrtle Beach to Little River. He wrote a book titled The Glories of the Carolina Coast".

A Greenville, S. C., based firm, the Woodside Brothers, purchased 65,000 acres from Myrtle Beach Farms which stretched from the area of the Dunes Club to the heart of Myrtle Beach. The agreed price was \$850,000, to be paid in six installments. The Great Depression caught these investors and the land reverted to Myrtle Beach Farms, but a million dollar hotel, the Ocean Forest, which they intended to be the keystone of a very exclusive development, was built and opened in 1929. The golf course which they commissioned became the Pine Lakes Country Club, the first of the scores of courses in the area.

In 1930 the dream of Thomas C. Dunn to connect Little River with the interior of the county by waterway became a reality. The U. S. Corps of Engineers began to acquire rights of way through the county for an Intracoastal Waterway. The people of Conway argued strongly for following the plan laid down by Dunn to connect Little River to the Waccamaw River by canal, but the Corps of Engineers opted to dig a new waterway 90 feet wide and eight feet deep through high ground from Little River to Socastee Swamp. This section completed the project from New England to Florida and there was a ceremonial opening at Socastee Bridge on April 11, 1936. Several sailors who have written of traveling the Intracoastal Waterway describe the section through Horry County as one of the most beautiful in its entire length. area

During Prohibition rumrunners found the islands and inlets of the as attractive as the earlier pirates and later drug runners. Older citizens will sometimes talk of the big black cars and the strange city types who came to Little River in those days. One story tells about a large ship anchored offshore at White Point, south of Windy Hill Beach, in deep water. Small boats brought the cargo to the strand. Boards were laid down for the truck wheels to run on. After the transfer the strand and the dirt in the woods were swept to blot out the trucks or evidence. Federal agents arrested the man on whose land the ship was unloading and picked up other little people, mostly local, who were involved, but did not snare any of the big operators. When these locals were brought before a federal jury consisting of other locals they were turned loose out of a sense of fundamental fairness.

Except for its port Little River was pretty isolated until the 1930s. There were no good roads into the area. The sandy trails which led from home to home and community to community could test the hardest motorist. Before the time of the automobile visitors came by covered or uncovered wagon and camped for days or weeks on the land of the farmers and fishermen along the coast. Most people from the northwestern interior of the county crossed the Waccamaw by ferry at Star Bluff and visited the Windy Hill area.

Local men, including Nicholas F. Nixon, Sr., blazed the trail for a road from Loris to Cherry Grove across Bellamy's landing and the Waccamaw River. It was constructed by the county. "Constructed" did not mean paved. For a number of years it remained a rough road, but it made it possible for Loris residents to spend an afternoon under the fishing shelters, pine boughs on a headhigh frame, at Cherry Grove Beach and take a swim in the ocean. The children in these family parties looked forward to reaching Nixon's Crossroads. Not only did sight of it promise that the beach was close, but there was a "monkey stand" at the Leland Bellamy store at the intersection of US 17 and Hwy 9. The monkeys in a cage and a bear tethered nearby provided youngsters and parents with an entertaining break in their trip.

The road was later incorporated into the state highway system. In the later, 1930s the construction of Hwy 9, from the mountains to the sea, gave Little River and its nearby beaches a sharp boost. In 1941 US 17 was a paved road, but little dirt roads led from it into the beaches. A WPA guide published in that year called attention only to Cherry Grove and Atlantic Beach north of Myrtle Beach.

The Nixon family prepared for the subdivision of Cherry Grove, which takes its name from an early plantation in the area and for a native tree, in 1924. Nicholas F. Nixon, Sr., born in Raleigh in 1862, died in 1942. For many years he was, with his white beard and black hat, as much a landmark in the area as the family home which overlooked the marsh. In 1950 C. D. Nixon closed Cherry Grove Inlet to join Cherry Grove Beach to Futch Beach. A new outlet was blasted open to Hog Inlet so that the tide would continue to flow into the marsh. Hurricane Hazel cut a new inlet on October 15, 1954, which was quickly repaired with emergency federal funds. Cherry Grove Beach was incorporated on March 26, 1959. The first mayor was C. D. Nixon, and the councilmen were R. Marvin Edge, Nicholas F. Nixon, J. L. Vereen and K. V. McLeod.

A group of professional men from Florence, SC, bought land in 1926 to form Ocean Drive Estates and subdivided Ocean Drive in 1927. Ocean Drive Beach was the first of the area towns to be incorporated, on June 8, 1948. The citizens elected Luther W. Fenegan mayor and Hardy S. Bennett, James B. Harris, A. M. Rush and J. Blakeney Jackson councilmen. In the early years automobile races were held on its broad strand, billed as the "widest beach in the world".

Of all the northern Horry beaches Ocean Drive was probably the most famous. The Roberts family of Green Sea and Loris built a pavilion there which was a favorite hangout of young visitors. There was music and dancing and the chance for boys to meet girls. The locals came from miles around to mingle with the summer people. The kids named the beach "O.D." and spread word of it wherever they went. The pavilion was destroyed by Hurricane Hazel and "The Pad" at the main intersection became the favorite hangout group from Whiteville.

Crescent Beach, first known as the Ward Estate, was purchased by a NC, and prepared for subdivision in 1937. Among the North Carolinians who came to stay were A. Elbert Jordan and Carl Pridgen. Other early developers were J. W. Perrin of Florence, SC, and Charles N. Ingram. Their development was known as Ingram Beach. Perrin became the first mayor when Crescent Beach was incorporated in 1953. The first council consisted of J. O. Baldwin, C. B. Berry, Richard K. Cartrette and Harry Livingston.

Windy Hill was mostly owned by the heirs of W. R. Lewis of Conway. In 1947 a group of businessmen formed Windy Hill Beach Corporation and began developing the property between the Lewis tracts and the Bell Tract (later Atlantic Beach). The great dune which had attracted George Washington's attention was a landmark and a favorite picnic ground for many years. Windy Hill was incorporated October 19, 1964. Its first mayor was John T. Harrell and the councilmen were Charles W. Byers, P. K. Fleming, W. Leamon Todd and David Witherspoon, Jr.

Tilghman Estates, formed by Charles T. Tilghman and members of his family, developed Tilghman Beach in 1948.

Atlantic Beach was incorporated in 1966. Its first mayor was Emory Gore and the councilmen were Millard Rucker, Daniel Gore, Le Grant Gore and John Mark Simmons. The city government is entirely black and landowners have traditionally been reluctant to sell to whites, fearing to lose their heritage. Development consequently has lagged behind that of neighboring beaches. When consolidation of the towns at the northern end of the Grand Strand was proposed in 1967, Atlantic Beach elected not to join the movement. Surrounded by North Myrtle Beach on three sides and the Atlantic on the fourth, it remains by choice largely a black resort.

After years of effort consolidation took place in 1968. A steering committee with membership from each of the towns was formed to work out the details. It was agreed that the new town would have a new name and North Myrtle Beach was chosen. Clearly the name is meant to associate the city with the larger resort down the coast, but there has always been a certain amount of rivalry between them. For many years the northern beaches featured beach houses and a few inns, but a skyline is gradually developing as the highrise movement spreads up the beach.

The first mayor of North Myrtle Beach was Robert L. Edge. Council consisted of six men, one from each of the former towns and two at large. This tends to keep the identity of the former towns intact. The first councilmen were Mance Watkins for Cherry Grove, Jennings Livingston for Ocean Drive, M. A. Thompson for Crescent Beach and David B. Witherspoon, Jr. for Windy Hill Beach, Eli T. Goodman and J. Bryan Floyd, at-large. The consolidated government was housed in the Crescent Beach municipal building. Merlin Bellamy was named police chief. Douglas P. Wendel became the first city manager.

In the first years of real development most of the beaches had houses along the front two rows and small commercial districts. Progress was fairly slow and steady. Then came the great storm which everyone who lived in the area in 1954 remembers. On October 15, 1954, Hurricane Hazel swept ashore at high tide, just after full moon. The eye came in directly over the NC-SC line, devastating beaches to the north and the south. One eyewitness said that the storm surge, the great wave driven by tide and wind, topped eighteen and a half feet. Other accounts put it at thirty feet or more. The memories of the locals are full of stories about the destruction and the freakish nature of some things which happened. Some structures were left in matchstick pieces, others were moved and gently set down in another place. A post office was totally destroyed. Nothing was found, not even the iron safe. The beaches were strewn with litter.

Many people sold their land rather than rebuilding and it became possible to acquire the necessary land for larger, commercial units. Capital from the outside was made available for construction. Although the northern beaches still elected to rebuild many single dwellings and small public accommodations, larger beachfront developments became possible, courtesy of Hurricane Hazel.

Little River suffered less from the effects of the storm. The village had already acquired its deserved fame among sports fishing enthusiasts and had begun to cater to this group particularly. In 1955 it already had sixteen small craft ready for hire. It boasted three small hotels, several tourist homes and two "modern motor courts", including one located at the docks which cost \$10,000 to build. A reporter found that "customer satisfaction is the best advertisement, seems to be the motto around Little River." He found that "the captains have retained an ability to make each trip an adventure."

The last two decades have seen constant growth in the area, first along the strand and more recently in the Little River area. In the early 1980s there was a move afoot to incorporate Little River, but that has not been achieved. An organization was established to bring water and sewer lines to the area. With this infrastructure in place and the continued expansion of the road system development away from the strand was encouraged, all along US 17 from the welcome center near Calabash to the intersection with Hwy 9. Now the expansion is moving along the Sea-Mountain Highway toward Loris and down Hwy 90 toward Conway.

[Information in this account came from many sources, but particularly from the files of The Independent Republic Quarterly, especially articles written for it by C. B. Berry and Carl B. Bessent.]

THE GREAT LAND DISPUTE CASE AT CHERRY GROVE BEACH

by C. B. Berry

Perhaps the one event that occurred between the end of the Confederate War and the end of the century that stirred the greatest interest of the people of the Little River area was a dispute over ownership of land. This was a trial that lasted three years--that is, it came up for consideration in court sessions in three different years before it was disposed of.

On June 9, 1877, Anthony V. Bessent obtained a warrant for eighty-four acres of land on what is now East Cherry Grove Beach. The land was described as beginning at the mouth of Morrall's Inlet and running thence with the Atlantic Ocean, South 75 degrees West 65 chains; thence across the beach, North 5 degrees West 15 chains to the creek; thence with the creek, in an easterly direction back to the beginning. It appears that Anthony V. Bessent set up a fishery on this land and operated it for several years.

On September 15, 1885, the law firm of Walsh and Scarborough of Conway, representing Emma C. Moseley, Nicholas F. Nixon and Robert B. Nixon, served a "Complaint to Recover Possession of Real Estate" on Anthony V. Bessent as follows:

"The Complaint of the above named plaintiffs respectfully shows to this court:--

"First - That they have lawful title to the following described real estate situate in Little River Township in the county of Horry, in the state of South Carolina, containing three hundred acres, more or less, and known as 'Minor's Island'; the same being part of the tract of land formerly known as the 'Cherry Grove and Minor's Island Tract', which is bounded on the North by the part called 'Cherry Grove', and by swash or inlet, formerly known as Morrall's Inlet, and by said swash or inlet it's course to its mouth, as said course and mouth existed in January 1860; on the South by the Atlantic Ocean and also on the East by lands known as 'Futch land'; and on the West by inlet or creek which formed said island, - known as Minor's Island and Cherry Grove Beach in January 1860, and by lands the property of the plaintiffs.

"Second - That the defendant is in possession of said real estate and hath unlawfully withheld possession of same from the plaintiffs for seven years, and still unlawfully withholds the same, to the damage of the plaintiffs One Thousand Dollars"

On October 8, 1885, the law firm of Johnson and Quattlebaum, representing Anthony V. Bessent, filed an answer as follows:

"For a first defense to the alleged cause of action this defendant alleges:

"I - That he knows of no real estate situate in Little River Township in the county and state aforesaid, known as 'Minor's Island', or of a 'Tract of land formerly known as the 'Cherry Grove and Minor's Island Tract' . . .

"II - That this defendant denies that plaintiffs have lawful title to real estate situate and bounded as described in the complaint, containing three hundred acres, more or less; but on the contrary he alleges that he has lawful title to that portion of said lands containing eighty acres, more or less, situate lying and being

on the Atlantic Ocean and West of the mouth of 'Morrall's Inlet' and immediately on said inlet or creek, bounded South by said Ocean, West by vacant or unknown lands, North by lands formerly owned by John Bellamy, North and Northeast by lands formerly owned by W. L. Buck, Chater and King, now the property of Robert Livingston and A. W. Hardee; and this defendant further alleges that he is in the lawful possession of the same.

"III - That this defendant also denies that he has, at any time, unlawfully withheld possession of any portion of the lands described"

There is no transcript of the testimony of the numerous witnesses in the record except those who gave depositions. These depositions help give a picture of the Cherry Grove area at that time.

The defendant in the case petitioned as follows:

". . . That William A. Bessent and Clara Randall are each material witnesses for this deponent on the trial of this cause--that the said William A. Bessent is aged about seventy-five years, and the said Clara Randall is supposed to be ninety-five or one hundred years of age; and they are both aged and infirm, so much so that it is exceedingly doubtful whether either of them could possibly attend the court at the trial of said cause. That they both reside at Little River Village . . . sworn to before me this 14th. day of December 1886"

The deposition from Clara Randall included the following:

". . . I am between seventy and ninety five years old. . . . I have lived with Daniel Thomas, Wm. Gore, Jack Green, Robt. Spears and W. A. Bessent, - did not live on the plantation owned by Dr. J. D. Bellamy, but lived near it - with Capt. William Vereen - have lived on the Cherry Grove plantation two years, - have known the beach Southwest of Morrall's Inlet ever since I was a child - the inlet extended Southwest beyond the Cedar trees, beyond the Bessent place. There was a passway across the inlet in front of the Cain house, on the West side - Capt. Cain built the pass way for his convenience and for the people to walk on; - Capt. Cain built the house on the beach for a summer house - he lived in it in the summer time, in the winter he lived in the Cherry Grove house on the main land - Capt. Cain was a seaman, his people worked a crop - there was no cross way leading to Bellamy's land, - there was not any island on the beach, to my remembrance, I know what an island is--the Cain's house was on the beach, but not on an island--don't know anything about Minors Island, never heard the name until late years, - there was never an island on that beach that I recollect--no place there called a swash - the inlet down to Cain's House was called 'Murrells' Inlet' -

"Second - I never know of Cain claiming the beach as his own - William Bessent was the first person who put a fishery on the beach and fished there till Col. Jordan came, and since, - Col. Jordan was the first person who claimed the beach. He claimed from the Cedar Tree down to the Bellamy line - it was opposite the Cain House.

". . . I know that John Bellamy owned land on the West side of Cherry Grove -I don't know that Josiah Bessent ever bought any land

from Bellamy - I was then about seven or ten years old - I never belonged to John Bellamy -I belonged at that time to Daniel Thomas, - was doing no work then. Josiah Bessent owned a plantation on the West side of Cherry Grove . . . There was some trees growing on the beach, small trees, when I first remembered and were there the last time I was on the beach. I have been there once since the war - the shape of the beach has changed, when I first knew it it was wide, now it is very narrow--it was never in shape of an island since I knew it - no inlets have closed up in the thirty years that I know of Mr. William Bessent was fishing there when Mr. Jordan claimed it . . . knew that Morse fished there but don't know whether he rented it - don't know who claimed title to the beach - don't know whether Cain claimed the beach or not, it was called Cain's beach - I was a slave then - knew nothing of my master's or Cain's business"

(This deposition was signed "Clara Randall - Her mark", dated Dec. 17, 1886.)

The deposition of William A. Bessent includes the following:

"To the first interrogatory, I know Emma C. Moseley, Nicholas F. Nixon and A. V. Bessent, do not know the other plaintiff - have known Mrs. Moseley since 1866, Nicholas F. Nixon for two or three years and A. V. Bessent since his birth--he, the defendant, is my son. I live about two miles from Murrell's Inlet, have lived about that distance from it all my life. I am now in my seventy-fourth year. Have known the beach Southwest of the mouth of Murrell's Inlet since I was a school boy. The inlet extended down in the direction of Georgetown between three and four miles to what is called the 'Little Swamp'. It was used for boats up to the little swamp - I mean small boats - fish boats. Have seen small vessels go up about a mile and a half or two miles. It was used for vessels by a man named John Cain. The public generally used it for small boats. Cain lived on the beach in a little clump of woods opposite Cherry Grove field. This house was Southwest of the mouth of the inlet and was about one and a half or two miles from the mouth of the inlet. Don't know who built it - Cain lived in it - never knew of any other person living in it. Can't say how long since the house disappeared but previously to 1844. It was habitable in my recollection - it was a small frame house and used as a dwelling - no improvements about the house, no farm or garden. There was a passway from the main land to the beach - a footway across the creek, erected by Mr. Cain for his convenience. It was West of the Cain house. It was called the Cain Land. Am not positive as to who owned the land (on the main). There never was an island there on the beach in my recollection. I never knew of an island called 'Minor's Island. From the inlet up to 'Little Swamp' was known as 'Murrell's Creek'. The only swashes I knew anything of between Murrell's Creek and Georgetown are on Long Bay - I never heard the stream referred to called a swash.

"The beach was never to my knowledge claimed by anyone until about 1851 when D. W. Jordan claimed it. I was the first one who fished there - then Col. D. W. Jordan fished there, then A. V. Bessent the defendant. D. W. Jordan was the only man who claimed

the beach. I got permission from no one. The other fishers, so far as I know, fished as I did, except B. Morse, who, I was informed, got permission from T. W. Graham who claimed the beach at that time. Neither J. D. Bellamy nor his father ever set up any claim to the beach between their land and the sea so far as I ever heard. They never fished on the beach. No person ever set up any claim to that portion of the beach where the defendant now has his fishery until Nicholas F. Nixon claimed it which was about 1866.

"Witness corrects last answer by saying that no person except T. W. Graham set up any claim to the beach until Nixon. Graham claimed it about 1873 or 1874. D. W. Jordan was the first to set up exclusive claim to any part of the beach - he claimed all of the beach in front of his Cherry Grove land. Graham held it under his claim to ownership and rented it out as the owner, four years. I rented it of Mrs. Nixon (Mother of Nicholas F. Nixon) one year, these all holding or claiming it as owners. In 1866 or 1867, Mrs. Nixon rented the beach to me, which was the last use of it by a claimant that I know of. George Litchfield and Bishop Bessent fished there afterwards - I don't know by whose permission.

"My son, A. V. Bessent, entered the beach as vacant land in 1877 and I went there to take charge of the beach and arrange fish camp, etc. for him shortly after. I took possession peaceably and met with no difficulty or opposition from anyone.

"Josiah Bessent was my 3d cousin - he owned and used, during his life time tract of land West of Cherry Grove - don't know who he bought it from. He used, owned and occupied the land up to his death. Don't know when he purchased it. Don't know when he died - sometime after 1848. I don't recollect whether he took out a warrant for same tract of land . . . he cultivated portions of this land up to the time of his death - don't know how much, say about fifty acres. There were no trees on the beach nor any of it cultivated in my boyhood. . . .

"The beach, in shape and appearance has changed somewhat - the inlet has changed since I first knew it - the location has changed in the last few years being the first time in my recollection. The beach opposite Cherry Grove and Josiah Bellamy [sic] may have been an island in 1767. I was born in 1813. I never heard of a tract of land called 'Cherry Grove and Minor's Island' tract until very recently. I know the 'Cherry Grove' tract and the 'Cross Swamp' tract but never heard of the 'Minors Island' tract.

"Don't know when Jordan bought the Bessent tract of land - he bought the Cherry Grove land and the plantation now known as the Nixon land in 1848, to the best of my knowledge. He claimed the beach in front of the Cherry Grove land in 1851 for the first time I knew of anybody claiming it. There arose a dispute as to the use of the beach between myself and Jordan--there was no action brought in court--it was referred to an arbitration but was not decided by arbitration. Mr. Jordan and myself agreed to a settlement, by the advise of Peter Vaught, on the following basis. Jordan was to hold that part of the beach in front of Cherry Grove land and I was to have the balance of my entry. He used his part of the beach, had a fishery there, don't know of his renting it to anyone - I rented it

one year from Mrs. Nixon. I do not know if it is being rented by heirs of N. F. Nixon. . . . I remember when George Litchfield fished on the beach - don't know who he rented from"

This deposition was signed by 'W. A. Bessent.' It was taken by E. R. Beaty and James H. Porter who certified it as Commissioners.

It is interesting to note that this testimony indicated that the creek at Cherry Grove was passable by small boat to Little Swamp, at that time. Little Swamp enters the Atlantic Ocean at the Eastern end of Ingram Beach section--a short distance West of now 6th Ave. S. and Magnolia Boulevard in the present day Ocean Drive Beach.

"Deposition of Dr. John D. Bellamy, taken and subscribed before me, Marsden Bellamy, a Commissioner, on the first day of February A. D. 1887 at the law office of Marsden Bellamy, No. 210 Princess Street, in the city of Wilmington, North Carolina

"I knew N. F. Nixon, the first husband of the plaintiff, Emma C. Moseley, and the father of the plaintiff Nicholas F. Nixon, but have no recollection of ever having met the other plaintiffs. I do not recollect ever having seen the defendant, Anthony V. Bessent, but I knew his father, W. A. Bessent, well in early life but I have not seen him for many years.

"I was born September 18, 1817, in Little River Neck, All Saints Parish, now Horry County, South Carolina. I resided there for twenty years, though absent much of the time at school. The house in which I was raised directly North of Murrells Inlet. The house was taken down in 1842. The Inlet changed to the East, South East, several hundred yards while I was familiar with it. My father resided several years at this place before I was born, but for how many years I do not know. He died in 1825 or 1826. I do not think his ancestors ever resided there. The house was about a half of a mile due North from the Inlet. The Inlet, (as it is termed in the question, but the channel from the Inlet as I term the waters after leaving the entrance to the sea) ran close to the beach and hills several hundred yards Southwest, and was nearly half a mile from my house - my house was a little more than half a mile from the sea and about one hundred yards from the marsh and water on the land side. The marsh between the beach and wooded hills and the main land was about half of a mile wide for the distance of three fourths of a mile South West towards Cherry Grove, gradually lessening in width until at Cherry Grove it was only a few yards wide at the crossing place, and then widening again until it terminated at Bessent's field with a few feet of water to which last mentioned place the tide seldom flowed. At that point the water was usually fresh and came from fresh water ponds.

"I continued to cultivate and lease the lands until I sold them about 1859 to Col. Jordan and D. K. Futch. I owned from 1600 to 2000 acres of land. My land commenced at the channel near the beach South East and South and South West of Murrell's Inlet and ran North to Little River for more than a mile, and from there continued to run South West with said channel and river for a mile or more - My lands did not extend to the sea at any point - they extended only to the channel near the beach and hills between the channel and the sea South

"The waters from Murrells Inlet flowed Southwest to the field of the Bessents, a half mile or thereabouts Southwest of Cherry Grove. I knew of no place near my lands called a swash - I knew of the eight mile swash, and the sixteen mile swash Southwest of Murrells Inlet on the road leading to Georgetown. You could ride on the dry beach from Murrell's Inlet to the eight mile swash, a most delightful ride, a low tide on the strand, but sandy and heavy on the dry beach above the strand. . . .

". . . I knew John Cain when I was a boy about 58 or 60 years ago. He disappeared about that time. From whence he came or whither he went, I never knew. He came into Murrell's Inlet on a small vessel and sailed in and out at intervals, but, as far as I knew, engaged in no business there. He sailed his vessel near to this house, about one and a quarter miles by land, a greater distance by water. His house stood on a little wooded hill or island a little Southeast of the path at Cherry Grove leading from the main land to the beach. His house was near the marsh under live oak trees and he had a gangway to walk across the marsh to the main land so he could cross at high tide. There was no other way by which his vessel could return to the sea but by Murrells Inlet. The Inlet at that time was due South of my residence, but afterwards changed to the Southeast.

"My father's name was John and he spelt his name John Bellamee, the French way - now to Bellamy. The Beach opposite my land was called simply the beach, or the beach opposite Bellamy's, just as the beach at Cherry Grove was called the Beach at Cherry Grove, and the beach at Bessent's was called the Beach at Bessent's. I rode several miles on the beach about 28 years ago, entering on the beach at Cherry Grove and continuing Southwestwardly to the old Cox place, and thence to the old Charles Vereen place, at time owned by Peter Vaught. I had not been on that beach before that time for more than twelve years. I can remember well all these places as they existed when I was a boy and I hunted on and visited those places hundreds of times. . . .

"Abram and James Bessent cultivated the Bessent land when I knew it in 1829 or 1830. I do not think that Cain ever cultivated the Cherry Grove land, and after Cain left, I do not think that it was cultivated until W. A. D. Bryan did so about 1829 or 1830, and for four or five years thereafter. I do not think that Munro lived on Cherry Grove - Bryan bought Cherry Grove, I think, either from Munro or Munro & Flagg - attorneys at law, who, I think got it from Cain for fees. I knew Joseph Vaught well, but I know only that he bought and sold Cherry Grove to Col Jordan. I have no knowledge of the place since 1858 or 1859.

"I do not know that Josias Bessent claimed the beach opposite his land, but it is probable that he may have done so, as at that point the main land and beach was only separated by small fresh water ponds, or pools covered with bulrushes - opposite to most of his land there was no water coming from the inlet. . . .

"John Cain's . . . house was near the water and marsh, and there were a few live oak trees near and about it, but he had neither fences around it nor out houses.

" . . . I have seen, during storms the breakers cover and wash the flat beaches between the hills and the so called islands, but when the sea recovered from the effects of the storm the waters receded and no inlet remained. There was no body of water flowing from any sound to keep open such temporary inundations from the sea, and hence no island could have been, or could be, formed. I knew that Murrell's inlet changed, but if the intimations suggested in this interrogatory as to its present location be at all correct, then it has returned to its former location as I knew it. What may have existed in 1767, I cannot venture to say - since that time many changes may have taken place

"I knew W. A. Bessent well when a boy, but I have not seen him for many years - he was somewhat older than I. He did not live near Cherry Grove Beach, as you term it, but lived several miles away over Little River, and he could not have known the places in question as well as I did - if he knew them at all.

" . . . My house was about 1 1/4 miles from Cherry Grove House . . . there was on the beach nothing but sand, shells and pieces of wrecked vessels. My Father, I think, Purchased his lands from Stuart and Allston, Executor of Vereen - Neither my father nor I ever claimed the beach there or anywhere. My father never, as far as I have ever heard or known, claimed the exclusive ownership of these beaches. I know that I never did. I do not know about the Bessent land, but I do know that the Vereen old house stood near the line dividing the land which my father sold to Cain from the land I inherited from my Father. The Vereen land was the land sold by Allston executor of Vereen to my Father. . . .

"I lived at Cherry Grove in 1830 or 1831 with W. A. D. Bryan as his ward . . . Bryan occupied the Cherry Grove tract for several years then moved to the round swamp I head of no one claiming exclusive ownership of the land from Cherry Grove to Murrell's Inlet--anyone and everyone who saw fit to do so fished thereon and got oysters."

This deposition was signed "John D. Bellamy."

It should be noted here that the "Bessent Lands" referred to in the foregoing deposition is the present day Tilghman section of Ocean Drive Beach.

Among the witnesses for the court were: M. F. Clardy, James B. Morse, Napoleon B. Morse, Robert B. Livingston, William Matthews, Lucian D. Bryan, Samuel Permenter, Willis Bryan [Bryant?], James A. Lewis, Arthur Benton, Joe Bessent alias Joe Coon, A. A. Moseley and Thomas W. Graham, in addition to those who testified by deposition. The Sheriff who had the many subpoenas served was R. G. Sessions and the Clerk of Court was John M. Oliver.

The surveyors who prepared the map were James E. Moore and Rod McRae. The presiding Judge in 1885 was T. B. Fraser; the judge who wrote the decision or certified it on May 6, 1887, was J. H. Hudson.

The verdict was as follows: "We find for the plaintiffs the land in dispute and one hundred dollars damages. H. M. Anderson, Foreman." Thus ended a dispute that had excited the community for nearly a decade.

EARLY CONWAY AS I KNEW IT [ca1895-1905]

Speech given in 1954

by Paul Quattlebaum (25 Feb 1886-9 Aug 1964)

"All Gaul," says Caesar, "is divided into three parts, one of which the Belgians inhabit." Not so with the town we know as Conway, formerly called Conwayborough (or for short, "The Borough"), and originally laid out as Kingston. When the speaker was a boy, Conway was definitely in two parts--"Down Town" and "Over the Gulley." The Gulley Branch, or as it was sometimes called Deep Gulley Branch, divided the Borough into two parts. Today the Gulley Branch is so well drained you scarcely know of its existence, and you never hear one say he is going "Over the Gulley." The farmer in the country no longer speaks of "going to the Borough." But these terms were common speech when I was a boy.

The Gulley Branch, once an impenetrable mire, rises still west of Burroughs Street and drains in an easterly direction along what, according to the plan of the town, would be Eighth Avenue until it turns a little to the south and enters Kingston Lake just north of the present home of Miss Evelyn Snider [801 6th Ave.]--the old Mayo homeplace. In earlier days there was a wooden bridge each place the road, or street, crossed the branch. The railroad crossed the lower end of Gulley Branch with a long high trestle.

As I am to talk about "Early Conway As I Knew It", I had best say that I was born in Conway in 1886, sixty-eight years ago. The period we shall cover, therefore, spans the last decade of the nineteenth century and extends over into the early years of this century. In those days Conway was but a rambling village with a few hundred inhabitants. As I am giving you observation and recollection, I know you will excuse the use of the personal pronoun. We can thus talk less formally.

What is now Ninth Avenue, then a sandy road, was the north end of the village, or "Over the Gulley." Three roads came in what is now the crossing of Ninth Avenue at Elm Street. Here, at the meeting of those three roads was the business establishments of Burroughs & Collins Company. On the southwest corner of the crossing stood the store and offices. This two-story frame building [805 Elm St.] is now a double house and owned, so I understand, by Mr. and Mrs. Schilds. Near the store, on Ninth Avenue, stood two warehouses and the stables. As Burroughs and Collins Company did a large turpentine business over the county, and operated many turpentine wagons, those stables were a large affair. Two, four, or six mules drew those wagons. On Elm Street, between the store and the Gulley Branch, stood one of the many turpentine stills of the Company. Across the street from the still stood the cooper shop, where barrels were made. On the southeast corner of Elm Street and Ninth Avenue, across from the store, stood the wheelwright shop, operated for the Company by Mr. J. H. Jollie, who, with his busy crew, kept the large fleet of wagons in operating order. In all, the Gulley Store, and the plant connected with it, did a live business. The chatter of men, women, and children was heard everywhere and the crack of the whip and the gee-haw of the many wagon drivers was in the air.

In the early days few families lived on the old Bucksville Road, now Ninth Avenue. The homeplace of B. G. Collins still stands on the northeast corner of Ninth Avenue at Elm Street. Across the street, in a grove of trees, was the Methodist Parsonage. Farther west along the road was the home of "Young Mr. Frankie Burroughs." In front of him was the home of the D. T. McNeil family. The Jollie family lived on the Avenue, and later Capt. Sasser, Bob Sessions, J. N. Martin, James Henry Rice, Jr., J. C. Spivey, and others moved on Ninth Avenue.

Leaving "The Gulley Store," and going downtown by way of present Elm Street, one saw few homes along the sandy road. Open fields, weeds, and tangled woodlands were more the rule. Dr. Galbraith, a quiet deliberate man, lived where Dr. Paul Sasser has his residence now [611 Elm St.]. On the corner below stood the Baptist Church, a one-room frame building. Behind the church, with present streets then not defined, was the Muster Field where the Horry Hussars drilled. At the south end of the Muster Field was a long shed and picnic tables. Across the street in front of the church the Anderson family (as now) had their home [1104 6th Ave.]. Nearby the village painter, Ben Housand, raised his family. West of Elm Street, between Sixth and Fifth Avenues, was a grove of large liveoaks. In the center of this grove was an old, steep gabled, two-story house that showed signs of better days. Ghosts were said to "hant" (haunt) the place. No other houses were on the entire block. "Uncle": Billy Hardwick had his home on the corner where H. G. Cushman now lives [NE corner, 5th and Elm]. The present Courthouse Square was a part of Bill Lewis's farm that extended on down what is now Third Avenue to the river swamp.

In these early days, what is now Third Avenue was known as the "New Road," built by downtown merchants to turn traffic downtown from the Bucksville Road (now Georgetown Highway). There was then no such highway as the present US 701. The old Bucksville Road came into town at the Gulley Store.

To speak of Downtown, one must tell the romance of the steamboats. Here words fail me. The Waccamaw Line of Steamers plied on regular schedule between Conway and Georgetown. The smaller boat in the fleet, the "Ruth", worked the upper river. The "Juniper" was before my day. The "Driver" was a stern-wheel boat that was none too successful. The "Maggie", the Mitchel C., the "F. G. Burroughs", all side-wheel boats, all did yeoman service between the two ports. Three regular trips were made down the Waccamaw each week, and three return trips. The boats left the wharf before daylight, so passengers went to their staterooms the night before. The cargo was cotton, naval stores, and general merchandise. The Negro deckhands sang as they worked. The odor that came up from the galley, that of ham frying and coffee boiling, was enough to give anyone an appetite. The passengers fared well. The captain was jovial and always had a good yarn to tell. The deck crew were happy. The blast of the boat's whistle down the river and the cry, "The Boat is coming," brought many spectators to the wharf.

D. T. McNeil was agent for the boat line, owned by Burroughs and Collins Company. He was also a cotton buyer and agent for Standard Oil Company, then selling only kerosene. Gasoline was unknown on the commercial market.

Mr. F. G. Burroughs lived up the lake at Snow Hill. His farm was there, as well as a grits mill, a saw mill, and a cotton gin. Snow Hill was a busy place.

The speaker was a babe in arms the night of the "great shake", the earthquake that did so much damage in Charleston. My mother had planned to take a boat trip to Georgetown, then another boat trip up the Pee Dee to Cheraw, South Carolina, to visit her parents living near that place. This gives some idea of the mode of travel of that day and an idea of the isolation of the Conway of that period.

It was about the same time as my birth that the first railroad train reached Conway. The railroad from Chadbourn, North Carolina, was extended down Main Street in Conway. There being no incorporation of the village at the time, the right-of-way was granted to the Railroad Company by the County Board of Commissioners. Public bonds were sold to induce the Railroad Company to build to Conway. For many years a vacant store building on the east side of lower main Street served as a railway station. Later a station building was built on the west side of Main Street just below Second Avenue. J. M. McKeithan was the first railroad agent, and he remained in that position for many years. This first railroad, constructed by the Chadbourns, passed

into the hands of the Atlantic Coast Line Railway Company.

The railroad ties and rails were above the level of the street. At each street crossing a wooden bridge was necessary to enable teams to cross the track. A turntable, located just south of Sixth Avenue, served to turn the engine around.

The Burroughs and Collins Company built the railroad to Myrtle Beach, and extended it to Aynor. This, The Conway Coast and Western Railroad, also passed into the hands of the Atlantic Coast Line. J. N. Martin was in charge of construction and Capt. C. E. Sasser operated the trains for many years.

Downtown Conway, prior to the turn of the century, was a small trade center. I was born in the house on Kingston Street facing the Kingston Lake Bridge. Across the street was what was known as the "Old Red Store." Several Negro families occupied the building, so my father bought the property and had the building torn down. Negroes occupied the premises where I now live, so my father purchased that also. Below us, an old warehouse building was controlled by my father. Our wash-a-woman lived there. The waterfront for some distance below the bridge was open, affording full view of the river. Several riverboats were built on this lot. Below, along the waterfront, were warehouses.

Second Avenue between Kingston Street and Main Street has been relocated. Near the southeast corner of Main Street and Second Avenue, a Mr. Abrams had his home and bootmaking shop, as I recall, a two-room building. A large pile of wooden lasts and other tools of his trade were in one room, and the family lived in the other. Mr. Abrams was a skilled workman who did fine work. Armed with the sharp knife of his trade, he was a dangerous character when drinking.

There was much drunkenness, and the village was a rough place on Saturdays. Bloody fights were the order of the day.

(Editor's note - It was customary for people throughout the county to come to the "Borough" on Saturdays to take care of their business for the week.)

On the southwest corner of Main Street at Second Avenue was the former homeplace of Robert Conway, whose name the town bears. The house had many steep gables. A widowed lady lived there when I was small and she sold figs from the many fig trees on the place. The railroad station was built on this lot many years later.

Below Second Avenue was thick woods, on the edge of which was a turpentine still.

Near the lower end of Main Street, on the east side, Mr. Porter, the postmaster, reared his family. The post office was in a small building in the yard. across the street, Mr. McKeithan lived in the house now occupied by his daughter, Mrs. Jack Griffin [203 Main St., present site of the Conway Chamber of Commerce].

Next to the McKeithan's was the county jail, now the Hotel Grace [no longer standing]. The County Courthouse, designed by Robert Mills, and now the Conway City Hall, was, as now, on the corner of Main Street and Third Avenue. Between the jail and courthouse was the old Todd store, a two-story frame building. Across the street stood the Masonic Hall and two or three other wooden buildings. On the corner, facing the courthouse, Mr. Mayo had his store, an active business when I was young. This was a two-story frame building with a shed in front over the sidewalk. The two wooden benches, whittled and scarred, were the favorite resting places for men who had little to do. A small piece of white pine lumber and a sharp knife furnished amusement. The few sidewalks of that day were wooden walkways.

Across on the northeast corner of Third and Main, Bill Lewis conducted his business. His uncle, Talley Lewis, was there before him. When Mr. Lewis built his new building, a two-story frame structure, one hundred feet long, it was a great institution. Between the Lewis store and the Presbyterian Church was the law office of Col. Tom Gillespie, magistrate and leading citizen of his day.

Jack Oliver lived on the northeast corner of Third Avenue and Laurel Street. Between him and Main Street, Basil R. King ran his New York Racket Store. On the northwest corner of Main and Third was a box car shaped building that was a shoe

repair shop and cool drink stand. Near the present location of the Conway National Bank, Croft and Kamack did a thriving mercantile business.

Dr. E. Norton's office and drug store was where Platt's Pharmacy is today. Nearby George Dusenbury had a small store. A small wooden store building on the corner of Fourth and Main gave way to a brick bank building before 1900.

Near the northeast corner of Main Street and Third Avenue stood a boarding house conducted by a Mrs. Currie and later by Mr. and Mrs. Jeremiah Smith. Across the street was the law office of Col. C. P. Quattlebaum. Feeling the need for a bank for Horry County, Col. Quattlebaum persuaded Mr. Coffin, who controlled a chain of banks, to open a bank in Conway. When this bank was opened, it was in the law office of Col. Quattlebaum. A young man, L. O. Jones, came to Conway as cashier of this first bank.

The Jerry Cox Company building now stands where the old Norman Hotel building stood. Just north of this lot, Mrs. Mary Beaty had a store in a one-story frame building. Later Ben Hyman occupied this building. Other buildings in the business district had various tenants at different times. The two-story brick Spivey Building, constructed in 1900, was the first commercial building to be built of brick.

Mrs. Mary Beaty lived on Kingston Lake where B. L. Spivey now resides [428 Kingston St.]. The post office [now the Horry County Museum] is in Mrs. Beaty's front yard. The whole block was hers. Her husband [Thomas W. Beaty] died before my day, but he was a leading citizen of the county. He was a merchant, ran a turpentine business at the foot of Third [Fourth] Ave., was editor of the county newspaper, and served in the State Senate.

On the corner where the little brick church now stands was the Methodist Church, a frame one-room building. On the corner [across 5th Avenue] where Mrs. F. A. Burroughs has her residence [501 Main St., now the site of the Peoples Federal Savings and Loan] was a wheelwright and blacksmith shop.

Little else was downtown. Walter Porter had a livery stable on the corner of Laurel Street and Third Avenue. On the corner of Laurel Street and Fourth Avenue stood Tom Lewis' abandoned cotton gin and grist mill. Time will not permit us to go further into the residential district.

Grass and weeds were plentiful. Cows, hogs, and goats roamed the streets at will. Your yard and garden must be fenced to keep them out.

The oxcart was the main conveyance of those who came to town. Some mulewagons were on the streets. A horse and buggy was a rare exception. When a farmer wished to hitch, he took his ox or mule from between the shafts and tied him to a wheel of the cart or wagon.

The sandy Main Street remained a sand bed until the town was incorporated. Then, on request of the town fathers, the Railroad Company raised the street on a level with the rails and in so doing filled with good clay soil.

In 1907 the writer returned home from Clemson College as a young engineer. He organized a company and built an electric light plant. Conway was still a village of only a few hundred inhabitants. The growth of Conway may well be reckoned from the building of this electric plant.

MAPLE SCHOOL

by Dorethea M. Long

Much of the following information was given by Miss Brittie Long, the oldest member of the Maple Community. A retired registered nurse, she has lived at the homeplace her entire life of 89 years. With the exception of her time spent in the Mullins Hospital School of Nursing, she has served the area as its first nurse. Her memory is remarkable, and her interest in area history is keen. This lady of class and culture, whose parents, as well as many other families who had good farms, helped to make Maple a neighborhood of pride and distinction. Time spent with Miss Brittie is a good history lesson in itself. Woodrow Long and Virginia Long Booth, cousins of Miss Brittie, have also contributed to this article.

Maple School was located at a crossroad or actually where six points came together at the school. Its teachers were welcomed as part of the community. The school and the church were as one. At revival time the students marched over to the church for a morning service, and everybody came back that night.

Several teachers boarded with the John Cox family, one of these being Ina Lee Thompson, who married Joe D. Cox, the son of John Cox. Ina Lee and Joe have continued to live in the Cox family home which is the oldest house in the Maple Community. They have kept the original shape and style of the house, which would be worthy of inclusion in the Southern Living magazine. Mrs. Sarah Anderson, who lived where Mrs. Cecile Winburn now lives, also boarded teachers. John R. Long, Miss Brittie's grandfather, also boarded a few. Mrs. Ella Anderson was one of these.

Early teachers during the school days of Miss Brittie include: Mary Herrington from Mullins, one from Loris who taught the girls sewing during the noon hour; E. C. Allen, who later became the County Superintendent of Education, Celia Hardwick Hopkins, E. S. C. Baker, a student at the Citadel, taught two summers. Cora Enzor, Dr. Hal Holmes, and Bert Holmes were early teachers.

Miss Brittie remembers her first day of school vividly, as she went to sleep, and the teacher awakened her with a switch. Years later when she saw him at a First Baptist Church gathering, he remarked to her that she was the child that went to sleep in school. Miss Brittie didn't think that amusing at all, but rather a poor way to wake up a sleeping first grader.

Virginia Booth remembers a Tom Thumb Wedding as a highlight of her teaching there. She remembers Raley Booth as the groom.

Woodrow Long remembers these teachers during his school days of at Maple, 1919-1921: Mrs. Jim Sanders, Mr. Latham, Miss McNeil and Sam Bland. In the three years he attended Maple School before moving to Conway schools, he remembers these classmates: Mary Barnhill, Myrtle Johnson, Harry Anderson, Costie Powell Anderson, Ruby Soles, John Soles, Lenneau (Bud) Phipps, Irene and Ethel Phipps, Isaac Grainger, Hubert Jordan, Jule Jordan, Ned Long, John Moore, Marie Jordan Bashor, Barney Long, Edith Long Jordan, George Lee, Alton Lee, Connie Jollie, Pearl Lee Hudson and Grace Lee.

Amos Long, Miss Brittie's brother, also taught at Maple School. After graduating from Clemson College, he taught the year of 1926. During this year Amos learned from Sam Smith, a fellow Clemson graduate who was working with the Horry County Education Department, that there was some money available that others did not know about for a school bus. This contact caused Maple to have the first school bus in the county. It also meant that Esther and Violet Long would have bus transportation into town for high school. Amos and Reuben had ridden horses in to Conway to get a high school education. Amos had attended the Horry Industrial School at Horry for a period of

time. Gertrude Anderson, John Cartrette, Sally King and Ted King, students from the Poplar area, attended Maple School when their school burned:

In 1927 there was Jo Vaught and Miss Duke, who married Wade Smith. Miss Heiney later married Culbreth Dorman. Glen Sessions and Miss Best from Conway were there in 1928. Jo Moore taught in 1929 and Mrs. Fred Jordan in 1930. Carl Floyd taught for two years in 1931-32. The Floyds lived in a little house on the Homer Powell farm and had a little preschool son.

Marvalee Kissam taught one year. Miss Brittie invited her and her boyfriend, Dermie Hughes, for Sunday dinner. They excused themselves immediately after dinner, which provoked Miss Brittie. She had prepared a fine meal and had expected a social period after it was eaten.

Mack Holmes and his wife were Maple teachers. Hester Medlen was a local favorite. Leona Powell Brown of the community taught at least one year, as did Boyd Jordan, another community product.

Maple School's first building is still standing, but was moved away from its original site and used as a kitchen of the Pink Jordan house. For this building J. Hamp Long had hauled lumber to Allen to get it sawed. He served as trustee for the Conway High School. His name is on a plaque in the entrance of the old Conway High School building on Laurel Street.

Douglas Johnson bought the boards of the second building for \$100. The last building, which by this time was a three teacher school, was bought along with the land, by Maple Baptist Church. Soon after that the church building burned, and the school building was used for church services and social activities until it was removed. The kitchen and dining room building of the school served for a time as the house for the church custodian, E. C. Coates, and his wife. The church parsonage now stands near where the back end of the school building stood. The pine trees in the school yard were left standing.

REVOLUTIONARY SERVICE OF JOHN BESSENT (S45834)

DECLARATION made in Territory of Florida, county of Nassau, October term 1832.

On this 8th Oct 1832 John Bessent appeared in court before the Judge of the county court, age 68, and applied under the Act of June 7 1832.

States he entered service under the following officers: In Capt Daniel Morrell's company, 1st regiment Colonel Archd McDonald of General Francis Marion's Brigade in All Saints Parish Georgetown District, South Carolina June 8, 1781, being drafted in the militia that he did duty five weeks. In Oct following was again out under same officers for 6 weeks. Jan 1782, under same officers performed seven weeks duty. Afterwards in June 1782, was out under Capt. Samuel Price, who succeeded Morrell and remained in service until after the following November. Col. Peter Horry in the same Brigade commanded a regiment of Horse, of 12'm men. Never had a regular discharge but a certificate from Col Horry to the auditor of the State of South Carolina from whom he received a certificate of debt due him for £ 12.18.

HE WAS BORN 30th March 1765, in ALL SAINTS PARISH, Georgetown District. The record of his age was in the Family Bible. He lived in that neighborhood until 1816, one year at St Mary's, Geo., and ever since in this county.

States "I was summoned into service by A_____ Bessent, the First sergeant of Capt Morrell's company.

[This document was provided by a descendent of John Bessent.]

PEE DEE BAPTIST ACADEMY

By Catherine H. Lewis

In Floyds Township, the far northwestern part of Horry County, near the Little Pee Dee and Lumber Rivers, is the community of Wannamaker. It was named for the Postmaster General of the United States when it got a post office in 1889 [HH 19 Sep 1889]. At the junction of SR400 and SR44 near Wannamaker Baptist Church stands a building which once housed the Pee Dee Baptist Academy.

In the years following World War I there was a high school at Loris (accredited in 1920) and another at Conway. In nearby Marion County there were high schools at Marion and Mullins. Most schools of Horry County offered only seven or eight grades. Young people had to leave their communities and board near the high school they chose to attend.

Horry Community west of Conway had established the Horry Industrial School which was later taken over by the Methodist Conference. In 1919, encouraged perhaps by those efforts, the Waccamaw Baptist Association led by the Rev. W. J. Wilder, pastor of Wannamaker Baptist Church, sought the help of the South Carolina Baptist Association to establish a high school in Wannamaker to serve students from all over the Pee Dee region. South Carolina Baptists had established several such schools around the state: North Greenville (1915), Spartan Academy (1912), Six Mile Academy (1910), Long Creek Academy (1913), Edisto Academy (1915), Ridgedale Academy and Southeast Academy (the last two never officially opened).

The Rev. Wilder became chairman of the Board of Trustees, others being E. M. Meares and W. C. Hooks. Wilder made his first report to the Waccamaw Association in the fall of 1921 when he announced that J. D. and W. J. Anderson had donated 57 and a fraction acres of land. The community and friends had pledged \$17,000 with \$5,310.16 already in hand. A home for Dr. John Hampton Mitchell of Ebenezer, the principal had been constructed on the grounds. A graduate of Furman University and of the Southern Baptist Seminary, his alma mater had already honored him with a Doctor of Divinity degree.

The school opened October 3, 1921, with instruction in grades eight through ten. Classes were held on the second floor of a two story public school building. Forty-one students enrolled on the first day. By the time of Rev. Wilder's report to the Association there were forty-four. [Waccamaw Baptist Association Minutes, 1921] In the fall of 1922 classes met at Wannamaker Church and William Franklin Hagan became principal. For reasons unknown all the students were required to repeat their grades that year.

Plans called for the construction of an academic building, a dormitory for men and one for women, and athletic fields. [HH 25 Aug 1921] The eight classroom building was never fully completed, but for the next six years Pee Dee Baptist Academy provided high school and college preparatory training to the youngsters of the area. The first graduating class in May, 1924, numbered eleven. The highest enrollment I could find was about 50 at any one time. A short history of the school (unsigned) says "more than 100 pupils ... attended during the six years of operation." Its scholars went to the University of South Carolina, Furman and Clemson Universities, Winthrop and Limestone Colleges, all in South Carolina, and to Mars Hill and Women's College, Greensboro (now UNC-G).

The third principal, D. E. Burnette, served from 1924-1927. were Miss Grace Able, Kennedy Berry, T. W. Bolton, Miss Carrie Lee Bradley, Mrs. Frances Burnette, Ernest Haddock, Mrs. Cliff Hardwick, Mrs. Stella W. Martin, Mrs. C. D. Prince, Miss Nelle Rearden and Mrs. Inez Brown Wallace were among the faculty.

Pee Dee Baptist Academy succumbed to bad economic times and the "encroachment" of the public schools. Consolidation of rural schools and the establishment of high school districts in 1928 would certainly have had an impact and enrollment had probably never reached the expectations of the founders. It was a noble effort to provide education in Horry County and reflects well on the people of the Floyds-Wannamaker area. The South Carolina Baptist Association made the decision to close it in 1926 and ordered the land and buildings sold to liquidate the indebtedness, consisting for the most part of salaries owed the teachers. As late as 1933 the South Carolina Baptist Association still owed \$24,260 for Pee Dee, Long Creek and Edisto Academies.

Classes still met in 1927, but after that the students had to continue their studies elsewhere. The property was purchased by E. M. Meares and is still in the hands of his nephew, J. Monroe Meares. Although it has apparently never been used again except for storage and, briefly, as a temporary residence, the handsome derelict stands as a reminder of the hunger of Horry people for education and their determination to go it alone if necessary. It is this same spirit that gave birth to Coastal Carolina in 1954.

Graduates still recall how that experience affected their lives. I spent an April Sunday afternoon (1990) at the home of Douglas B. and Annie Lee Singleton Bailey in Loris. Doug is almost a member of my family and both are old friends. Doug and Gary Mincey, another guest, attended Pee Dee Academy. I had the opportunity to talk to them about its short life. Their memories of the school, their classmates and their teachers were affectionate and clear though it is more than six decades since they graduated.

SOURCES

Allen, W. C. "Pee Dee Academy," Encyclopedia of Southern Baptists, v. 2, p. 1082. Nashville: Broadman Press, 1958.

"Brief History of Pee Dee Baptist Academy" (unsigned, but may be by P. L. Elvington). Mimeographed one page history and two pages listing some of the students.

Elvington, P. L. "Brief History of Pee Dee Baptist Academy," Independent Republic Quarterly, v. 12, no. 3 (Summer 1977), p. 30. [photos: Old Wannamaker School, Pee Dee Academy]

King, Joe M. A History of South Carolina Baptists. Columbia, SC: The R. L. Bryan Co. for The General Board of the South Carolina Baptist Convention, c1964.

Interviews with Douglas B. Bailey, James P. Blanton, and Gary Mincey, 1990.

Can You Help?

ELLIOTT. Dennis E. Todd, 1113 Pine St., Cayce, SC 29033, wishes to locate the graves of four of his great-great uncles who were **Confederate veterans**. They were members of **Zoan Church** in Horry County, but there are no grave markers for them there. **William H. Elliott** (died at age 68 on 3 Jan 1901, his obituary says he was buried in a family cemetery), **Allen J. Elliott** (b. 11 Oct 1838 - d. 20 Jun 1912), **Levi Elliott** (b. 1837 - d. 25 Sep 1864), **Franklin Elliott** (b. 1843 - d. 12 May 1864, killed at Spottsylvania Court House, VA).

LORIS TOBACCO MARKET

by Davis O. Heniford, Sr.

The first tobacco warehouse built in Loris, SC, was in 1903 in the name of the "Loris Tobacco Warehouse Company, Inc." with J. C. Bryant, Pres., P. C. Prince, Vice Pres., and Dan W. Hardwick, Sec. & Treas. The stockholders were J. C. Bryant, Doc D. Harrelson, Y. P. McQueen, P. C. Prince, D. A. Spivey, Jim King, Dan W. Hardwick, N. E. Hardwick, Sims Harrelson, and probably others. It was operated the first year by John T. Edwards and Walter Tyree of Lynchburg, VA. About one million pounds were sold at an average of less than six cents per pound.

A few years later Mr. P. R. Casey was induced by Doc D. Harrelson to come to Loris and run the warehouse and a few days later Mr. Casey bought out all the stockholders and ran the warehouse in the name of "Casey's Warehouse." He was a very successful tobacconist. Several years later he sold out to Wilson & Wright of Danville, VA. A few years later the first tobacco warehouse built in Loris, the second in Horry County, was destroyed by fire.

The tobacco market was financed the first year it was operated by J. C. Bryant, there being no bank here. Then Mr. Bryant got money from Mr. D. A. Spivey, cashier of the bank of Conway and had it expressed up to Loris on the afternoon train. All checks were cashed by Doc D. Harrelson in a small office in the retail store of J. C. Bryant on the North side of West Patterson [Main] Street.

About 1906 the second warehouse was started by the J. C. Bryant Company, Inc., a local supply company composed of J. C. Bryant, N. E. Hardwick, and Dan W. Hardwick, in the name of the "Standard Warehouse Co." When the foundation was laid and work had started on the building, it was sold out to a group of folks headed by Thos. E. Cooper. It was run the first year by Mr. D. K. McDuffie, now living in Columbia, SC. A few years later this warehouse was sold to B. P. Franklin and J. M. Wright of Danville, VA. and operated several years by them. They later sold stock in this warehouse to farmers in this section. After being run several years, it was destroyed by fire.

The third warehouse was built by a group of local citizens headed by D. K. McDuffie and was known as the Brick Warehouse. This warehouse was operated a few years and sold out to the Co-ops. When the Co-ops failed to operate it, the warehouse was sold to Mr. Walden and his two sons, King and George, and was operated by them several years. Then some sweet potato concern had sweet potatoes stored in the house and was curing the potatoes with a set of tobacco curers. In some way too much oil leaked out on the cement floor and it got ignited in some unknown way and this house was also destroyed by fire.

The fourth house built for the Loris market was built by a group of about 100 farmers headed by E. L. Sanderson and D. W. Ross and was known as the "Farmers Warehouse". This house seemed to prosper the first year, but the second year it ran into financial trouble and was sold. The Farmers Bank bought it and later sold it to the Co-ops. After they failed to operate it, the house was sold at auction. Cliff H. Hardwick bought it and operated it several years, then sold it to C. P. Brewer, J. Paul Bishop and Roy Eddleman. They operated it for three years and sold out to Messrs. Lloyd B. Bell and Roscoe Bell and it is now owned and operated by them in the name of the Farmers Warehouse.

The fifth house to be built was in the year that the Co-ops were buying

warehouses and did buy the warehouse in Loris. This house was built by Cliff H. Hardwick and was operated by him in the name of the "Loris Warehouse". If he had not built this house Loris would have been entirely in the hands of the Co-ops and we might have lost our auction market as several other markets did. This warehouse was operated several years by Mr. Hardwick profitably and successfully, but in June 1947 apparently without any cause this house went up in flames in the dead hours of the night with only \$10,000 insurance, a loss of \$30,000 or more to the owner.

The sixth house to be built was in the days when Franklin Delano Roosevelt was in his glory with the New Deal for our country and this house was named "The New Deal Tobacco Warehouse". It was built by Cliff H. Hardwick and operated by him and Mr. Mitchell and Geo. C. Butler for a year or two. Then Hardwick sold it to Harry C. Lewis. This house is built on Casey St. and known as the Casey Warehouse.

The seventh house to be built is known as the "Brick Warehouse" and is located where the first brick warehouse was built and covers a whole block from the A.C.L. railroad to First Street and is owned by Cliff H. Hardwick and King Walden. The eighth and ninth warehouses were built by Messrs. H. C. Lewis and Lloyd B. Bell on the west side of First Street.

[Davis Heniford, Sr., 1895-1965, was at one time the tobacco market supervisor in Loris. This article may have been written during that period. He was a pharmacist by profession and for many years operated the Loris Drug Store. Later he operated Heniford and Freeman, a general insurance agency.]

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CAN YOU HELP? Thomas Lamb Dawsey, born in Horry Co. in 1802 and died in Horry Co. in 1860, his wife was Ferebie Crawford. Children: Pearley, Daniel (born in Horry Co. in 1832), John Nelson (born in Horry Co. on 25 March 1825 and died in Horry Co. on 10 Dec. 1892), Millie and Isabel. If you have any information on Pearley, Millie or Isabel (spouses, children, birth, death, etc.) please contact: Carlisle Dawsey, Rt. #1, Aynor, SC 29511.